









resident students than several of the colleges, which had a past, and in addition they had the written pledges of thousands of friends.

**INFLUENZA IN ENGLAND.**  
Influenza is decidedly in our midst, and making its presence felt in a startling and disagreeable manner, says a home paper, of 14th ult. At the beginning of the year the number of deaths in the Metropolis directly attributable to this insidious malady was only about five per week, but latterly it has been increasing leaps and bounds. In the opening days of February there were twenty-one; a fortnight ago they rose to fifty, and in the last seven days they reached the formidable total of seventy-four. This means that influenza, for spread indegrees, the Metropolis, for numerous deaths, the fatalities, they bear but an infinitesimal proportion to the sufferers from this enervating illness. One result is that doctors are exceptionally busy, and the demand for quinine enormous. In other respects the health of the Metropolis is remarkably good.

**HAWAIIAN TRADE WITH CHINA AND JAPAN.**  
In a British Consular report on the import trade of the Hawaiian Islands for 1897, we note that China and Japan figure for \$406,647 for clothing imported from those countries. Under the heading of drugs \$8,852 came from China, the heading of opium was only \$1,498 from China, \$1,356 Chinese and Japanese matting was imported to the value of \$13,329. Chinese silk figure for \$21,820. Under the heading of spirits are included—Japan wines \$54,197; and China wines, \$13,707. As regards quantity of the Japanese *sake* this represents a consumption, per head of the estimated Japanese population of the islands at the close of 1897, of about a pint a week. The duty was raised from 60 to 80 cents for a short time last year, with the result, however, of only showing a loss of revenue from a falling-off of the import. China and Japan tobacco was imported to the value of \$4,725, and Manila cigars to the value of \$25,428.

**THE MILLWALL DOCK SCANDAL.**  
The mysterious disappearance of Mr. George Raymond Birt, the chairman and managing director of the Millwall Dock Company, following the startling discovery of a deficit of over £200,000 in the accounts of the company, caused a great sensation in the City. It had been rumoured for some days that Mr. Birt had secretly departed from London, but until 16th ult., the exact position of affairs was somewhat vague. It is now ascertained that there is no hope of the missing director's voluntary return to the City. He went away on 9th ult., and since then nobody who knows him has seen him, or can tell where he has gone to—not even his family. It now appears that Mr. Birt falsified the balance sheets for a number of years in their most important items. So far as the auditor has been able to ascertain, there must be debited to profit and loss a total of about £220,000, less the actual revenue of the past half-year. The directors trust, however, to obtain the permission of Parliament to charge this to capital, and thus to resume the payment of dividends at an early date. A warrant has been issued for the arrest of Mr. Birt, but his whereabouts are still unknown. The investigation of the company's books is not yet completed. It is now ascertained, however, that there has been no trace discovered of any embezzlement either by Mr. Birt or by any other official. Several other officials have been suspended.

### TRAIN-WRECKERS AT WORK IN JAPAN.

The public views with considerable apprehension the reports of outrages on the railway. It must be confessed that travel in this country is no longer free from elements of peril. On the evening of the 12th inst., an attempt was made to wreck a passenger train between Nara and Osaka. The train was travelling at 25 miles an hour and only a few feet from the rails, when the engine was derailed by a mine, the almost throwing the engine over. Shortly afterwards another diabolical attempt was made. This time the passenger train that left Osaka for Nara at 8 o'clock the same evening was the object of attention. Luckily in this case also the engine was not thrown off the track. The engine, however, sustained some damage. The outrages were immediately reported to the police but so far no arrests have been effected.—*Kobe Herald.*

### WEI-HAI-WEL.

March 15th.  
**NAVAL MOVEMENTS.**  
Though affairs are generally on the move in this place there is nothing of startling importance to chronicle. There are at present in the harbour the *Barfleur*, *Grafton*, and *gunboat Phoenix*. The latter arrived about ten days since relieving the *Peacock*, which has gone south to Hongkong. For a few days past it has been expected that the *Barfleur* or *Grafton* would be going to Taku to bring down the British Minister on his first visit to this new British possession. It was understood that during his stay arrangements were to be made for the definite administration of all affairs within the ten-mile zone. But your correspondent hears that a telegram has just arrived intimating that Sir Claude Macdonald will not at the present juncture visit Wei-hai-wel.

**COMMANDER GAUNT.**  
Early on the morning of the 5th inst., Commander Gaunt returned to Lintao from Hongkong accompanied by his newly made bride. The lady was heartily welcomed and will, it is believed, shine and succeed as the centre of official social life on Lintao. It need hardly be said that this is a function which is becoming more and more important in this place. And it is certain that many wish both Capt. and Mrs. Gaunt health, happiness, and success during their official connection with Wei-hai-wel.

**RECRUITING.**  
For the first British Chinese regiment is progressing. It is hoped, the first hundred names will be enrolled. During the past few days would-be soldiers have been applying in larger numbers, so that now those in authority can begin to raise the standard—both physical and moral—of those accepted. Of course recruiting cannot be carried on outside the ten-mile limit, though we understand that suitable men will not be refused on matter from what part they may come. The pay is eight dollars per month and ration—very good. This will certainly induce not a few to escape from their hand-to-mouth existence, and receive the Queen's pay. But whether even the first thousand of such young, strong, and generally desirable men will be quickly got together, remains to be seen. It is to be presumed that the home authorities know their business better than mere outsiders. Yet it does strike one as a mistake to have made this enlistment for general service from the first. Of course the world that they may be sent to any part of the world to serve their three-year term. One would venture to suggest that such a demand might well have been postponed for a year or two, until the Chinese better understood the business, and have confidence in their officers and the British Government. But if under the present arrangements it can be made to succeed, Colonel Dwyer and those with him are the men to do it.—*M. G. D. News.*

### IMPERIAL EDICT BY WIRE.

Peking, 19th March.  
In reply to report of the suppression of the Koyang rebellion from Liu Kunyi, a Decree has been issued conferring a baron's title on the principal first rank on Liu Chunyao, Brigadier General of Hsuehchun, and Wu Chaoping, Brigadier General of Kueitei, are awarded a jade peacock feather holder a thumb ring, a knife and a pair of purses. Kuei, Sunghing Tsotai of Hsuehchun, and Li Kuangchui, Tsotai of Fengyang (now of Shanghai) are to be favourably considered by the Board. The families of the six officers killed in battle are to receive relief. The Second Captain of Lungshan is cashiered and the Viceroy and Governors are commanded to pacify and relieve the people of the disturbed districts.—*Mercury.*

### TRAGEDY ON THE HIGH SEAS.

**SHOCKING STORY OF CRUELTY.**  
At Liverpool Assizes on 22nd February, Mr. Justice Day had before him a case in which two men were indicted for extraordinary cruelty on the high seas. The prisoners were Charles Lewis Baker (36), master mariner, and Herbert Edgar Passingham (26), ship's steward, and they were charged with having, on board the British ship *Mary A. Troop*, caused grievous bodily harm to Ah Ching, a Chinese cabin boy. Mr. Pickford, Q.C., conducted the prosecution, and the prisoners were defended by Mr. Shea, Q.C., and Dr. O'Connell.  
Mr. Pickford, in opening the case, said the boy Ah Ching was serving on board the ship of which Baker was master, and Passingham steward. The evidence disclosed a continuous series of acts of brutality, mostly on the part of the steward, but with the assent and to a certain extent with the co-operation of the master. On the 26th of August last the lad disappeared, and there was no doubt that he went overboard and was drowned, but whether it was because he could not stand the life any longer was not quite clear. He was struck, kicked, and beaten from time to time, principally by the steward, the maltreatment being so brutal as to cause open wounds all over the body. In addition to that, the steward, on more than one occasion, forced Ah Ching to eat rope yarn, potato peelings, and other refuse, while he also compelled him to lap up liquid filth from the deck. Although the various acts of cruelty were not actually committed by the captain, they were, counsel submitted, sanctioned by him, and, therefore, he was equally responsible as the steward. When the ship arrived at Buenos Ayres from Port Townsend complaint was made to the British Consul, and the prisoners were returned for trial in England. In conclusion, Mr. Pickford said there could be little doubt that the boy went overboard with the knowledge of the prisoners, and it was certain that, although the weather was fine, no attempt was made to lower a boat or to pick him up. At that time, counsel added, the boy was in such an exhausted condition that his ill-treatment that in all probability he would have died in any case.

The first and second officers of the ship, and several members of the crew, were called as witnesses for the prosecution, and spoke to various acts of cruelty. They also stated that the greater part of the cruelty was inflicted by the steward, who further subjected Ah Ching to the indignity of cutting off his pigtail. One of the witnesses said that on one occasion he saw Ah Ching stripped, and found him covered with wounds and bruises from head to foot.

Before addressing the jury for the defence, Mr. Shea called the prisoner Baker to give evidence on his own behalf. He denied that he instructed the lad in any way, and stated that Ah Ching, whom he described as crazy, had had to be locked up, in order to prevent him committing suicide.

The hearing of the case had not been concluded when the Court rose.—*Scotsman.*

### NAVAL AND MILITARY NOTES.

(From Home Papers.)  
**THE "AURORA."**

The *Aurora*, cruiser, Captain E. H. Bayly, was to be inspected in Plymouth Sound on 27th ult., and then leave for the China Station.

### CHINESE DESTROYERS.

The four torpedo-destroyers ordered by China from Schichau will leave Elbing for China at the end of March. Captain Rabiger, who has repeatedly taken out war ships built in Germany, has been engaged on this occasion. A Chinese naval captain will accompany Captain Rabiger.

### THE SINGAPORE COMMAND.

It is now definitely announced that the command at Singapore, which falls vacant in April, will be given to Colonel J. B. D. Dickson, C.B., commanding the Cavalry Brigade at Colchester. Dickson originally belonged to the Bengal Cavalry, afterwards commanded the 3rd Dragon Guards, served in the Zulu and Nile campaigns (in the latter with the Camel Corps), and was severely wounded at Abu Klea.

### GUNNERY PRACTICE.

So much has been said regarding the action of Rear-Admiral Sir R. H. Harris and Rear-Admiral Fisher in personally superintending the gunnery practice of the ships under their respective commands, that it seems only fair to note that at the China Station three years ago Rear-Admiral Oxley, who was then second in command, hoisted his flag on board the *Undaunted*, and taking the ship to sea, devoted the whole day to target practice under his personal supervision.

### THE ACCIDENT TO THE "EDGAR."

With regard to the accident to the cruiser *Edgar*, the vessel was on the 18th ult. docked at Devonport for repairs. During the docking operations it was discovered that the propeller gear was much damaged, and that the last voyage from Singapore to Hongkong. The steel protective casing of the starboard propeller has gone, and the casing of the starboard propeller has gone, and the casing of the port propeller has also been injured by twisting. To ascertain the full extent of the injuries the shafts will be taken out. This operation and the fitting of a new funnel will delay the vessel's departure.

### THE ROCK QUESTION.

The difficulty of docking the *Victorious* at Hongkong says a home paper calls attention to the policy which the Admiralty committed when it sent one of our finest battleships, the *Renown*, to the North American Station, where she is not wanted, and whence she would have to run home past the event of war. As the *Renown* is 2 ft. 8 in. narrower in beam than the *Victorious* she could have been docked at Hongkong. It is to be hoped that she will be brought home on the first opportunity and sent out to the East, where she would be of invaluable service. Since the *Piprah* was lost, the Admiralty has been anxious to see that the *Victorious* is not permitted to decline. But for the delays which have occurred in the completion of the *Canopus* class, we should have had one of these modernised battleships ready. The *Canopus*, however, are only 1 ft. narrower in beam than the *Victorious*, and this would give no very large margin of safety for docking.

**SUPPLEMENTARY NAVAL ESTIMATES.**  
A Supplementary Naval Estimate has been issued of the further amount which will be

required to the end of financial year (1st inst.) beyond the sum already provided, under the last Naval Estimates. The sum required is £450,000, of which sum £316,000 is required to meet the general coal bill of the fleet which has been increased by that sum above the estimate of last March. The original estimate was for coal £267,000, and the revised estimate is now set at £291,000. The Welsh coal strike, which caused the Admiralty to buy an extra stock of coal from outside sources at enhanced prices, is undoubtedly one cause of the extra expenditure. Another is the expenditure that has been incurred in connection with the Fashoda dispute, for the mobilisation arrangements of the Reserve Fleet, in filling up the coal stocks at the home dockyards and at foreign stations, and in supplying the bunkers of the old ships laid up in the dockyards and kept as emergency ships.

### VALUE OF COALING STATIONS.

Commander Balfour, writing in the Feb. *Review*, asks—Of what value will be a fleet of fifty magnificent ships of war on the Pacific Coast, if the enemy is located in the China Sea and there is not a chain of coaling-stations, which have been previously well stocked, stretching along the distance of eight thousand miles from the Pacific Coast to China? Why, without them the fleet will be helpless. It has been said by those who are opposed to the annexation of the Philippines: "If Dewey had only sailed away after destroying the Spanish fleet we should have escaped this vexatious problem." It is presumed that they meant "steamed away," since Dewey's ships practically have no sails. The question that immediately presents itself to a naval officer is, Where could he have gone? The nearest United States port was then 7,000 miles from Manila. Honolulu, which did not belong to us at that time, is 5,000 miles from Manila. The public does not yet realise how much Dewey had at stake when he entered Manila Bay. He had to win, and further, to capture the base for his ships, where they could receive supplies of coal, provisions, ammunition, &c. No retreat was left to him.

**THE ARMY ESTIMATES.**  
The Army Estimates for 1899-1900, issued on 21st ult. as a Parliamentary Paper, contain some interesting figures. The total amount required for the effective services is £16,484,451, and for the non-effective services £3,013,701, an aggregate sum of £19,498,152. The net increase over the estimates for last year is £1,396,700, £585,000 of the supplementary estimate for 1898-99, issued last week. The number of men—all ranks—on the establishment of the Regular Army exclusive of India, is returned at 181,853, an increase of 4,340. Of this number 103,355 are infantry, 30,158 Royal Artillery, 14,233 cavalry, &c. The establishment of British regiments in India is given as 73,157—practically the same as last year. The vote required for warlike and other stores is set down at £2,531,000, an increase of £559,000. The Volunteer establishment for the year shows an increase of 870, effective of this branch of the auxiliary being returned at 264,833. In connection with the Indian Army, it may be added that the repayments of the Government of India included in the Estimates for 1899-1900, are £1,585,938. Lord Lansdowne in his explanatory statement says:—A thorough examination has been made during the past year of the condition of the armament of our defences at home and abroad. This inquiry has revealed the necessity of carrying much further than hitherto contemplated the process of replacing muzzle loading guns, which now form so large a proportion of the armament, by a smaller number of modern breech-loading and quick-firing guns. In concert with the Naval authorities, a scheme of armament has been drawn up based on a consideration of the nature of attack to which each station is liable and of the importance attached by the Navy to its defence.

### OPEN DOOR IN CHINA.

NEW YORK, February 21st.  
A despatch to the  *Herald* from Washington says: Your correspondent has obtained from Count Cassini, the Russian ambassador to the United States, an answer to the statements made by Lord Charles Beresford relative to the establishment of an "open door" in China.

Count Cassini was transferred from Peking to Washington about five and a half years' service at the Chinese capital, and his views are highly regarded here. Before talking, respecting Lord Charles Beresford's statements, the ambassador said he did not believe the report published this morning that in a conflict between Russian and Chinese troops at Tientsin, three hundred of the latter were killed. "If there had been any foundation for it," he said, "I would have been immediately advised of the facts by my Government. The Chinese have no troops in Tientsin, and a conflict could not, therefore, have occurred." Respecting Lord Charles Beresford's declarations in favour of the maintenance of the "open door" in China the ambassador said: "A great deal of misinformation exists concerning the real state of affairs in the far East, and a determined and regrettable effort is being made to misinform the public in this matter. There is no 'closed door' in China. Lord Charles Beresford does not say at present there exists a 'closed door,' but says that it is possible that in the near future there may be a 'closed door.' As a matter of fact China holds in her hands authority to declare whether there shall be an 'open door' or a 'closed door.'"

The policy of Russia in the extreme Orient has always favoured the introduction of foreign commerce on an unrestricted footing. Vladivostok is maintained as a free port. Tientsin, which is within the Russian sphere of influence in China, is today a free port. Port Arthur is not, because Port Arthur is merely a fortress and was transferred to Russia that she might make it the terminus of the Trans-Siberian road, and have at that point a guard to provide it with the necessary protection.

"Lord Charles Beresford states that Russia wants to take possession of the north of China and leave the south of that country to France. Now he proposes that Britain, the United States, Germany and Japan shall take charge of the army, the customs, etc. A very natural desire from his point of view. Why does he make exceptions of Russia and France? He does so on the ground that they are not commercial peoples. This is a mistake. France is a commercial nation. Russia will be. The Siberian road is a commercial idea. He says it is built only for strategic reasons. This is another mistake. I am sure, however, that Lord Charles Beresford expresses only his private views and not those of his Government."

### ORGIE BY PAPUAN CANNIBALS.

A horrible story of shipwreck and cannibalism reached Vancouver. The ship *Manbar*, bound for Sydney, Australia, foundered off New Guinea in a hurricane on December 11th. The crew reached the shore, where they were seized by natives and hurried to a village in the interior. There the whole tribe engaged in a wild cannibal orgie. Even the old women and children joined in torturing the victims, gouging out their eyes and lacerating their flesh. Two were roasted alive. Some were beheaded, and their heads were paraded on poles before their comrades, who ecstatically watched the preparations for their own deaths. One man, James Green, escaped, and reached the coast.

### NOTES AND

#### CALENDAR.

MARCH.  
Meteorological means based on ten years' observations to 1893.  
Barometer ..... 30.059  
Thermometer ..... 62.0  
Humidity ..... 85.0  
Rainfall ..... 4.8

TO-DAY.  
WEATHER REPORT.  
On date at On date at  
Barometer ..... 30.12 29.96  
Thermometer ..... 68 69  
Humidity ..... 65 68  
Rainfall ..... —

#### TO-DAY.

Tuesday, 28th March, 1899.

Chinese—17th of 2nd moon of 25th year of Kwang-si.

Sun—Rises ..... 6hr. 0min.  
Sets ..... 5hr. 35min.

High water—Morning ..... 9hr. 17min.  
Afternoon ..... 4hr. 34min.

Low water—Morning ..... 3hr. 19min.  
Afternoon ..... 4hr. 46min.

#### ANNIVERSARIES.

1854—War declared against Russia.

1858—The Shanghai Chamber of Commerce presented a memorial to Lord Elgin.

1871—Proclamation of the Paris Commune.

1884—Duke of Albany died.

1894—The Korean political refugee Kim Ok Kiun assassinated at Shanghai.

1897—Indian Relief Works employing 2,811,000 persons.

#### TO-MORROW.

Wednesday, 29th March, 1899.

Chinese—18th of 2nd moon of 25th year of Kwang-si.

Sun—Rises ..... 6hr. 0min.  
Sets ..... 5hr. 35min.

High water—Morning ..... 9hr. 17min.  
Afternoon ..... 4hr. 34min.

Low water—Morning ..... 3hr. 19min.  
Afternoon ..... 4hr. 46min.

#### ANNIVERSARIES.

1842—Hongkong Land Committee appointed.

1849—Annexation of the Punjab by Great Britain.

1850—Bishop G. Smith, first Bishop of Hongkong.

1859—Sir John Bowring recommended the annexation of Kowloon Peninsula.

1879—The British barque *Elizabeth Childes* attacked by pirates 40 miles from Hongkong.

1883—Governor Sir George Bowen arrived in Hongkong.

1885—Seizure and occupation of the Pescadores by the French fleet.

1897—Coinage of silver at the Imperial Japanese Mint discontinued.

### SHIPPING AND MAIL NEWS.

#### MAILS DUE.

American (*City of Peking*) 30th inst.

English (*Ballaarat*) 31st inst.

Indian (*Koh-i-nur*) 1st prox.

German (*Prinz Heinrich*) 4th prox.

Austrian (*Guthrie*) 4th prox.

American (*Gaelic*) 6th prox.

American (*Hongkong Maru*) 14th prox.

The N. P. S. S. Co.'s steamer *Amunmouthshire*, arrived at Portland on the 26th inst.

The P. & O. S. N. Co.'s steamer *Ballaarat* with the outward English Mails, left Singapore for this port at 1 p.m. on the 26th, and is due here at about 6 a.m. on the 31st instant.

#### HONGKONG AND WHAMPOA DOCK RETURNS.

*Isla de Cuba* ..... at Kowloon Dock.

*Isla de Luzon* ..... " " "

*Hui* ..... " " "

*H.M.S. Redoubt* ..... " " "

*H.I.G.M.S.P. Whelm* ..... " " "

*Chusan* ..... " " "

*Des Hermanos* ..... " " "

*Kaipan* ..... " " "

*Henry Felling* ..... " " "

*Empress of China* ..... " " "

*Queen of Australia* ..... " " "

*Pha Cham Kiao* ..... " " "

*Chilong* ..... " " "

*Petrarch* ..... " " "

#### SWATOW WEEKLY SHIPPING REPORT.

(25th March, 1899.)

#### ARRIVALS.

Date. Vessel. Where from. Agents.

Mar. 19 *Thales* ..... Amoy ..... J. M. & Co.

" 21 *Hatsum* ..... Hongkong ..... " " "

" 21 *Woojung* ..... " ..... B. & S.

" 22 *Devawongse* ..... " ..... L. & H.

" 22 *Talle* ..... " ..... J. M. & Co.

" 22 *Formosa* ..... " ..... J. M. & Co.

" 22 *Taiyang* ..... " ..... " " "

" 23 *Pronto* ..... Amoy ..... " " "

" 23 *Chowfa* ..... Hongkong ..... B. & S.

" 24 *Thales* ..... " ..... J. M. & Co.

" 24 *F. Maru* ..... K'notu ..... B. & S.

" 24 *Hongkong* ..... Amoy ..... L. Y. S. & Co.

" 24 *Hallan* ..... " ..... J. M. & Co.

" 24 *Choyang* ..... Shanghai ..... " " "

#### DEPARTURES.

Date. Vessel. Destination. Agents.

Mar. 19 *Chiyeen* ..... Shanghai ..... C.M.S.N. Co.

" 19 *Kansu* ..... Foochow ..... B. & S.

" 19 *Marie Jehan* ..... Hongkong ..... B. & S.

" 20 *Shan* ..... Hongkong ..... J. M. & Co.

" 20 *Ichang* ..... Amoy ..... B. & S.

" 21 *Ningbo* ..... Shanghai ..... " " "

" 21 *Hatsum* ..... Amoy ..... J. M. & Co.

" 22 *Formosa* ..... " ..... " " "

" 23 *Woojung* ..... Shanghai ..... B. & S.

" 23 *Taiyang* ..... " ..... J. M. & Co.

" 23 *Pronto* ..... Hongkong ..... " " "

" 23 *Devawongse* ..... Spore ..... B. & S.

" 24 *Chowfa* ..... Bangkok ..... L. & H.

" 24 *Talle* ..... Dell ..... " " "

" 24 *Thales* ..... Amoy ..... J. M. & Co.

" 24 *Hallan* ..... Spore ..... L. Y. S. & Co.

#### SHIPPING IN PORT.

Date. Vessel. Where from. Agents.

Mar. 24 *F. Maru* ..... K'notu ..... B. & S.

" 25 *Choyang* ..... Shanghai ..... J. M. & Co.

### Entertainments.

#### LAST FOUR NIGHTS.

TO-NIGHT, at 9.

WARREN'S CIRCUS.

and

Prof. BRISTOL'S EQUESTRIAN CURRICULUM.

**GALA BENEFIT**

Tendered to the Popular



## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
FUTABA MARU C. Hillcoat	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 7th April, at 4 P.M.
KAWACHI MARU J. S. Thompson	NAGASAKI, KOBE and YOKOHAMA	SATURDAY, 8th April, at 4 P.M.
KANAGAWA MARU J. MacKenzie	MARSHALLS, LONDON, ANTWERP & BREMEN, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	SUNDAY, 9th April, at 4 P.M.
KAGOSHIMA MARU R. Nunome	KOBE AND YOKOHAMA	THURSDAY, 13th April, at 4 P.M.
HAKUAI MARU J. S. Thompson	VLADIVOSTOK, VIA SWALLOW, AMOI, SHANGHAI, CHEFOO, CHINA, and NAGASAKI	THURSDAY, 13th April, at 4 P.M.
SADO MARU W. Thompson	MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	THURSDAY, 20th April, at 4 P.M.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

Hongkong, 28th March, 1899.

A. S. MIHARA, Manager.

## Dr. KNORR'S ANTIPYRINE

"LION BRAND"  
In Powder and Crystals, also in Drops of silver nitrate, easily soluble in Water, Wine, &c.  
FEVER, RHEUMATISM AND NEURALGIC AFFECTIONS.  
NERVOUS AFFECTIONS.

## ARGONIN.

(Registered Trade Mark.)  
SOLUBLE CASEIN SILVER PREPARATION.  
Used in Gonorrhoea in 1 to 2 per cent. solution possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.  
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

## CHINA EXPORT, IMPORT &amp; BANK CO.,

SOLE AGENTS FOR CHINA  
BEWARE OF SPURIOUS IMITATIONS.

## THE NEW FRENCH REMEDY. THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Joliet, Velpaud, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pain and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured at 2/6 and 4/6 per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on a red ground affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.  
Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila.

## Shipping.

## STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"MOYUNE"  
Captain R. Conradi, will be despatched for the above port, on or about the 29th instant.  
To be followed by the  
S.S. "LIV"  
Sailing about the 10th May.  
For Freight, apply to  
SHEWAN, TOMES & Co., Agents.

Hongkong, 25th March, 1899. [2430]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON AND LIVERPOOL, VIA STRAITS.

(Taking Cargo at through rates for GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &amp;c.)

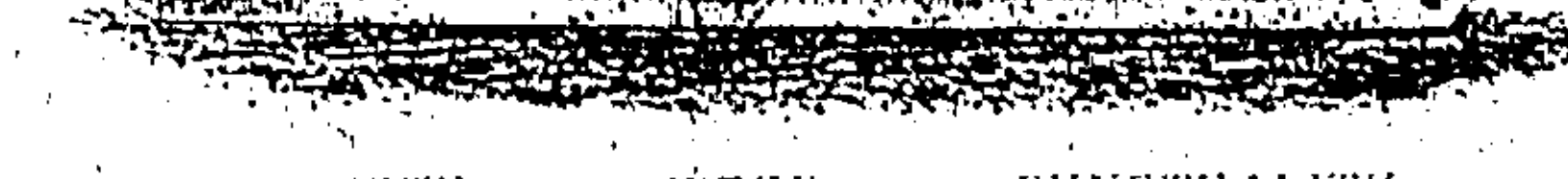
THE Company's Steamship.

"CHINGWU"  
Captain H. Harris, will be despatched as above on or about the 1st April.  
For Freight, &c., apply to  
HOLLIDAY, WISE & Co., Agents.

Hongkong, 23rd March, 1899. [3442]

## Mails.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.

1899.  1899.

SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 31st April, 1899.  
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 26th April, 1899.  
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 17th May, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS the Company having received the highest award for same at recent Chicago World's Exhibition, and the diversity of MAGNIFICENT MOUNTAINS AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddlers' Street.

Hongkong, 16th March, 1899.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU...via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu...Thursday, 30th Mar., at daylight.

HONGKONG MARU...via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu...Tuesday, 25th April, at Noon.

YAMATO MARU...via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu...Saturday, 20th May, at Noon.

THE Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 30th March, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, LULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago, to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

S. S. VAN BUREN, Agent.

Hongkong, 11th March, 1899. [1310]

## MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—

LONDON, NEW YORK, BOMBAY,

SINGAPORE, SHANGHAI, TIENSIN,

NEWCHANG and all Ports in JAPAN.

Agents—

Mitsui Coal Mines.

Kamaura Coal Mines.

Tokyo Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Imperial Government Paper Mills, Japan.

Cotton Cleaning and Wkg. Co., Shanghai.

Onoda Cement Company, Japan.

Kanebuchi Cotton Spinning Mill, Japan.

The Mitsui Cotton Spinning Mill, Limited.

Tokyo Cotton Spinning Mill, Japan.

Hayashi Clock Factory.

Hongkong, 11th December, 1896. [45]

## Mails.

## NORDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.)  
PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

WITTENBERG...HAMBURG/BREMEN...29th March...Freight.

SUEVIA...AMSTERDAM/HAMBURG/BREMEN...30th March...Freight.

NURNBERG...AMSTERDAM/HAMBURG/BREMEN...About 15th April...Freight.

BABELSBERG...HAMBURG/BREMEN...About 25th April...Freight and Passage.

SERBIA...HAMBURG/BREMEN...About 30th April...Freight.

Ostern...HAMBURG/BREMEN...April...Freight.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

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CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFAYAN TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and Honolulu, the United States, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Belgian King...3,329 Tons...Mar. 29

Carmarthenshire...2,689 Tons...April 20

Carlisle City...3,001 Tons...May 20

THE Steamship

"BELGIAN KING" will be despatched for SAN FRANCISCO and SAN DIEGO VIA NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, TO-MORROW, the 29th instant, at Noon.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany cargo destined to points beyond San Diego should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan, Hongkong, 28th March, 1899. [1330]

## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)...Saturday, 8th April, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)...Tuesday, 2nd May, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)...Saturday, 27th May, at Noon.

THE U.S. Mail Steamship.

"CITY OF PEKING" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU, on SATURDAY, the 8th April, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 21st March, 1899. [2]

## NORDEUTSCHER LLOYD.

## NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN AND HAMBURG,

PORTS IN THE LEVANT,

BLACK SEA AND BALTIC PORTS.

ALSO

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

CALVERTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Bayern...Wednesday 29th March.

Prinz Heinrich...Wednesday 26th April.

Preussen...Wednesday 24th May.

ON WEDNESDAY, the 29th day of March, 1899, at 9 A.M., the Company's Steamship "BAYERN" Captain DE PREHN, with MAILED PASSENGERS, SPECIE, & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 27th instant. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 28th instant; and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 28th instant. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further particulars, apply to MELCHERS & Co., Agents.

Hongkong, 18th March, 1899. [2942]

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